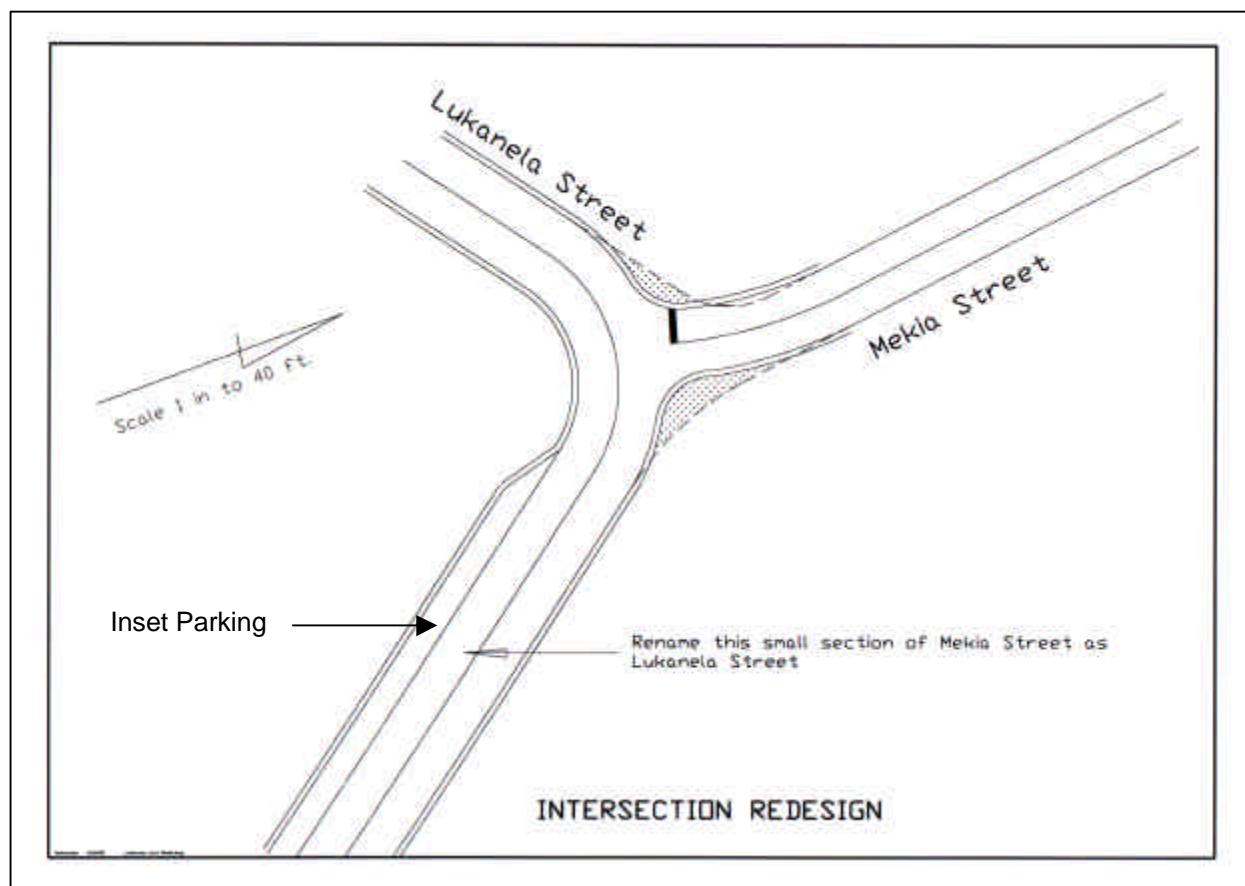


Mekia Street has speeds exceeding 40 miles per hours despite its residential nature. To curb the speeding problem residents suggested a series of speed bumps. The traffic calming team modified this suggestion and incorporated speed tables in the recommendations. Speed tables serve the same purpose of slowing motorists yet they are less noisy, and more easily maintained.

Residents mentioned that motorists on Mekia Street neither look nor slow when crossing the Mekia and Poalima Street intersection. They identified this intersection as a problem area for the neighborhood. The Team was challenged to find a treatment that would accommodate such a narrow roadway and not severely obstruct traffic. The Team analyzed the intersection of Poalima and Mekia Streets and suggested a modified T intersection. This treatment would extend the edge of the curb on Mekia Street opposite Poalima Street. Skinny medians would have to be added to each leg of the intersection.

Several constraints led to the community rejecting this design. Additional right-of- way would need to be acquired for construction. Likewise, a fire hydrant would need to be moved for the expansion of turning radius from Mekia heading makai and turning onto Poalima Street. The Team believes four speed tables will produce the desired slower speeds on Mekia Street.

In addition a treatment was requested at the curve on Poalima Street. The residents disapproved of the skinny median proposed for Poalima Street due to access required for a neighbors' boat. No other treatments are recommended for this location.

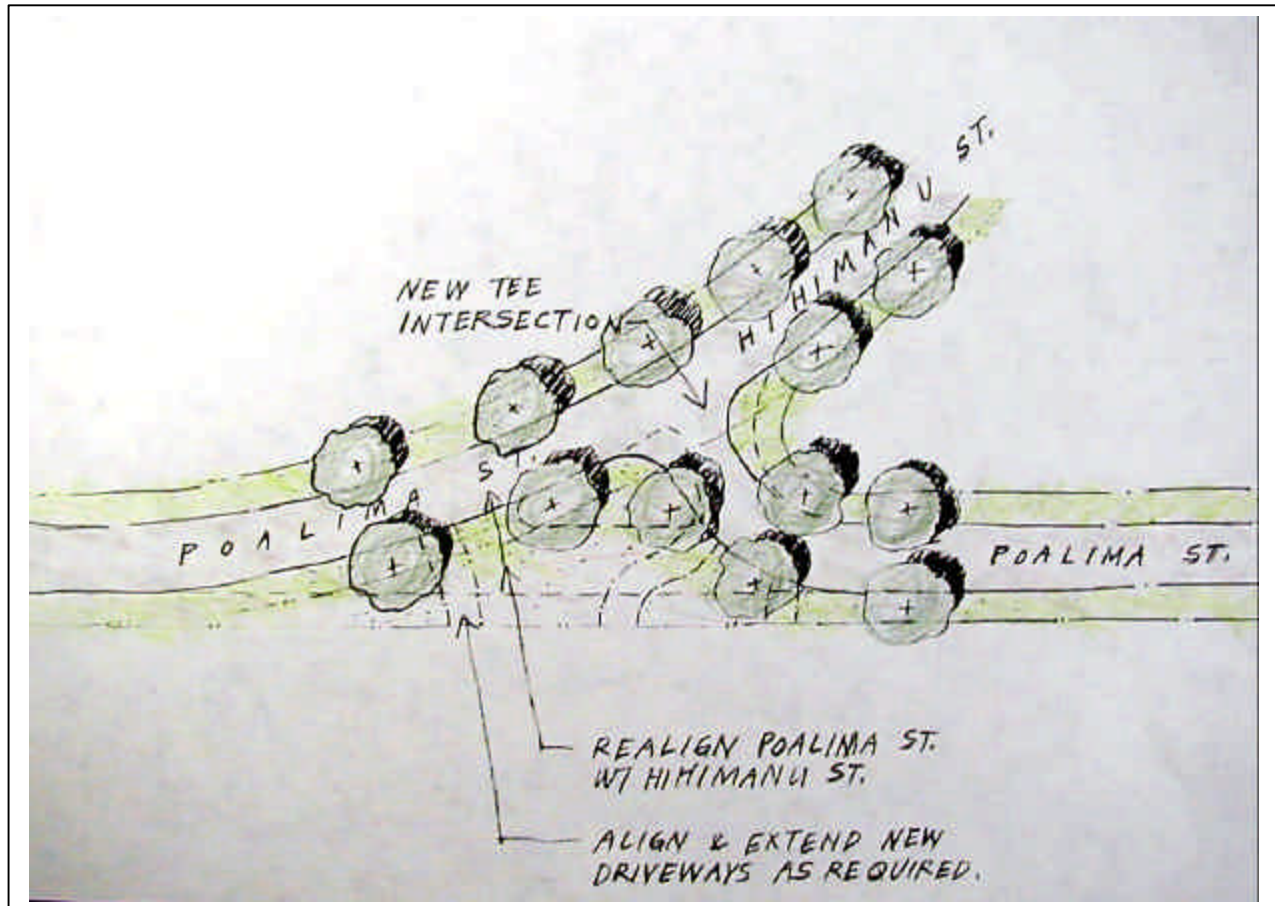


During the community charrette residents suggested that the entry into their neighborhood exacerbated the speeding problem. Turning off the Kalanianoʻle Highway and onto Mekia Street headed mauka, the roadway is very wide and gradually narrows as motorists enter the residential portion of the street. This gradual narrowing funnels traffic through the neighborhood.

As a solution the Traffic Calming Team suggested several treatments for this area and the intersection of Lukanela and Mekia Streets. First, because this portion of the street is so heavily traveled by pedestrians and motorists alike, widening the sidewalk to 6 feet would improve accessibility for residents and narrow the roadway. The Team suggested inset parking spaces with landscaped bulbouts on Mekia Street.

The recommendation for this location is shown in the rendering above. This option recommends a neck down and realignment of Mekia Street to allow for Mekia to intersect Lukanela Street at a right angle. The curb extensions would serve as a landscaped area for trees and shrubs. It would narrow the roadway both on Mekia and Lukanela Streets by extending the curb into the intersection. This also offers a better crossing opportunity for pedestrians.

Residents suggested making Lukanela Street one way to reduce traffic on Mekia Street. Because of the need for delivery trucks to access the rear of buildings on Lukanela Street, the solution above will make it more difficult to turn onto Mekia Street, but still allow truck traffic access for deliveries to the neighborhood businesses on Lukanela Street.

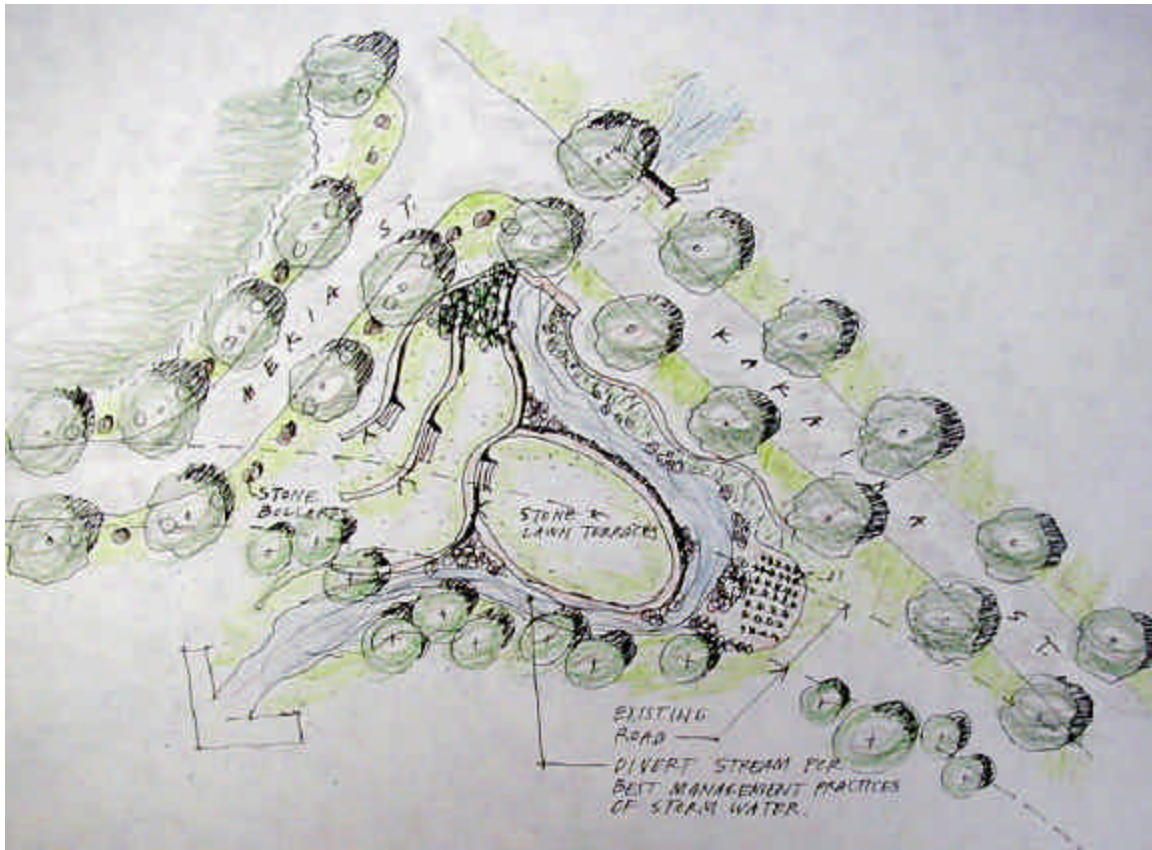


At the neighborhood charrette, residents complained that motorists speed around the curve on Poalima Street at Hihimanu Street. The intersection is not aligned at a right angle and some people complained that the sight distance at this location was limited.

The Traffic Calming Team accepted residents' suggestion to make this corner a 90-degree T intersection. This would be done by vacating part of Poalima Street. The roadway would be realigned to meet Hihimanu Street at a right angle as shown in the rendering above.

This design was presented to residents at the follow-up workshop. Mekia Street neighbors suggested an indifference to the design stating that a solution at this intersection was not nearly as high a priority as slowing the traffic on Mekia. They suggested that this project be taken on only if there are additional funds available.

The Team believes this solution will help reduce speeding traffic currently using Mekia Street as a cut-through, and should be kept in the package of projects for final design.



The most problematic intersection of the study area appeared to be Mekia and Kakaina Streets. This intersection can carry motorists at high speeds with no need to slow down. If a motorist is traveling makai bound on Kakaina Street and turns left onto Mekia Street there is nothing to prevent the motorist from speeding directly into the neighborhood where children are playing. Residents were very concerned about this activity.

In addition there is a stream culvert at the end of Mekia Street. It has been discussed that the land on the Makapu'u side at this intersection be made into a community park. The streets are narrow and residents have very small yards. A park is needed for the children to play.

The Traffic Calming Team suggested that Mekia Street take a sharp turn and intersect Kakaina Street at a 90-degree angle. The culvert could be removed and the stream could continue to run (in the same location) on the Kailua side of the intersection. The park could be centered on the Kailua side of the intersection (as shown above) to take advantage of the stream. The rendering above demonstrates this concept.

At the neighborhood follow-up workshop residents were concerned that the Team did not suggest closing the road completely to prevent traffic from travel through this end of Mekia Street. Another option discussed would be to bring Mekia in at a right angle on the Kailua side of the culvert (to the right of stream shown above). The Team strongly recommends making these intersection changes and installing the speed tables on Mekia Street before considering a complete road closure. The speed tables will to slow traffic down substantially.

FOLLOW-UP WORKSHOP

The second neighborhood meeting was held on November 8, 1999. The purpose of this workshop was to visit with residents and present the designs the Traffic Calming Team had come up with using the residents' comments from the September charrette. Thirty-six participants turned out to review the proposed designs. Several good comments were made and the Traffic Calming Team responded as follows:



Q: Why didn't you turn Mekia Street into a dead end street?

A: Residents were under the impression that full street closures were a possible traffic calming tool because they are mentioned in *The Manual for Neighborhood Traffic Calming in Honolulu*. It was noted that the manual states: "A full street closure in medical terms is like an amputation. Don't do it unless it is the last resort to save the patient. Street closures are meant to be a last ditch effort to solve traffic problems." (p.149)

Because no other solutions have been attempted yet we cannot recommend the last resort. It is likely that the road will function more smoothly with traffic calming devices, and neighborhood residents will be pleased they did not cut off access to emergency and service vehicles and create inconveniences for themselves in the process.

Q: Could the corner of Lukanela and Mekia Streets have a roundabout instead of a neckdown?

A: A roundabout was initially considered for this intersection, however it was determined that there was not enough right-of-way to develop such a treatment. The neckdown was chosen because it functions similar to a partial street closure as requested by the residents, and it adds a nice gateway into the neighborhood. After the workshop, the Team again considered a mini-circle for Lukanela and Mekia Streets. The recommended realignment is still the best choice.

Q: Why is there a median on Poalima Street at the elbow?

A: At the neighborhood charrette in September residents mentioned a problem with head-on collisions at this location. They felt a divider was necessary for safety reasons. At the follow-up workshop some residents felt the skinny median would inhibit their ability to pull boats and other items on a trailer behind their vehicles. No residents were willing to give up two-way access into their driveways. The Traffic Calming Team eliminated the skinny median from the recommendations.

Q: Can Lukanela Street be a one-way street towards Hihimanu Street?

A: Lukanela Street could be one-way if the neighborhood desires and if it meets the delivery needs of adjacent businesses and residents. Lukanela Street is often used as a service road where a one-way designation could work. However, it would probably have to be one-way towards Mekia Street for truck delivery to adjacent businesses. The neck-down and realignment at Mekia and Lukanela Streets will help cut down on excess traffic, and direct traffic around the curve onto Lukanela Street.

Summary

The purpose of this process was to identify problems and issues, come up with workable solutions, and-- most important -- develop a sense of ownership and commitment by residents to solve the problems that affect their safety, property values and quality of life. It is a citizen's hands-on program, working with government officials. Their input is essential to success.

Next Steps

The process used to date has led to consensus building, workable solutions, and an effective partnership between the county and the neighborhood. The following additional steps are recommended. Following these steps provides assurance that issues will be properly addressed, costs minimized, and results will have their maximum positive effect. If ownership of the problems is still weak or lacking, don't give up. The following steps are vital.

(1) Form a neighborhood Transportation Task Team. After the follow-up workshop several members of the community volunteered to participate on such a Team. This can be an independent group, which advises the neighborhood board or part of their committee structure. This team can be formed during the presentation of the final report. The team should consist of 6-12 members who will pledge to meet regularly to help refine the plan and work through implementation strategies with city staff.

(2) The neighborhood association or the transportation task team can also survey local residents (door to door) to share copies of this report, and to gain added insight and support. The Mekia Neighborhood appears to have a strong sense of community. For this reason other effective means to continue building consensus might be to conduct Open Houses at

an area residence or hold a block party or other event.

(3) To see visible changes immediately, residents should begin by being more cautious with their own driving in the neighborhood. Several members of the community suggested that it was not Mekia Street residents that were speeding. This might be true, but it would be a very rare circumstance.

(4) Once a construction budget is allocated, final engineering and contract improvements would be scheduled.

(5) Several of the recommendations included new landscaping features. The Transportation Task Team should work with their neighborhood to determine who will care for the new treatments.



Follow-up Summary

January 2001

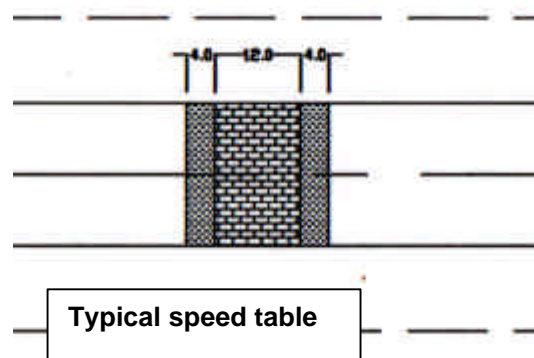
At the second Waimanalo traffic calming workshop, the community expressed that they were not satisfied with the recommendations made by the City team. The residents requested that we meet with them out in the field in Waimanalo. On November 26, 1999 DTS Director, Cheryl Soon and Traffic Engineering Chief Paul Won met with the residents on site in Waimanalo. After a walk through the area, the following suggestions were made:

1. Need to redesign the top of Mekia Street so that it is perpendicular to Kakaina Street or create a turn around.
2. Install 15 mph speed limit signs on Mekia Street. (Community needs to poll residents of Mekia Street).
3. Examine making Lukanela Street one way towards Hihimanu Street.
4. The median on Poalima Street suggested by the City's consultant should be deleted. Come up with a new proposal at Poalima and Hihimanu Streets.

In October 2000, Marilyn Abejon submitted the results of a survey that she took by canvassing the neighborhood on her own and by holding meetings. The majority of the community surveyed approved of the proposed improvements made by the City's consultants. The results of the survey by Ms. Abejon are shown in Table 1. Additionally, Waimanalo residents had the following comments:

1. Installation of the proposed and suggested speed tables should be done ASAP.
2. Prefer not to rename the beginning part of Mekia Street to Lukanela Street.
3. Prefer not to rename the beginning part of Poalima Street to Hihimanu Street.

4. Residents of Poalima Street have requested installation of two speed tables.
5. Residents of Lukanela Street have requested installation of one speed table.



Based on the foregoing, the city will locate two additional speed tables on Poalima Street, one additional speed table on Lukanela Street and refrain from renaming any of the area streets in addition to the recommended actions shown in the Final Report dated March 2000.

Exact locations of the added speed tables will be determined during the final engineering phase.